



Highlights of April 28th, 2017 RSTF Meeting

Data and Design in Road Safety

1. Welcome and Introductions

The meeting was called to order at 9:30 AM by RSTF Co-Chair Peggy Schmidt, Executive Director of Partnership TMA. After welcoming everyone, Ms. Schmidt reminded attendees that Bill Beans, Program Manager, MBO Engineering, was stepping down as Co-Chair. Ms. Schmidt thanked Mr. Beans for his service to the RSTF and announced that Bill Ragozine, Executive Director of Cross Country Connection TMA, had agreed to be nominated as the new Co-Chair of the RSTF. Ms. Schmidt moved that Mr. Ragozine be nominated as the next Co-Chair of the RSTF; the motion was carried by unanimous voice vote. Finally, Ms. Schmidt presented Mr. Beans with a certificate of recognition for his service to the RSTF.

Mr. Beans then briefly went over the meeting agenda and invited attendees to introduce themselves. Mr. Beans directed attendees to the survey in the folder that they should fill out by the end of the meeting.

2. Data and Design in Road Safety - Presentations

Three presentations were given on Data and Design in Road Safety. The first speaker was Emiko Atherton, Director of National Complete Streets Coalition at Smart Growth America. **Ms. Atherton presented an overview of the 2016 edition of *Dangerous by Design***, a publication of Smart Growth America that ranks metro areas and states most dangerous for people walking, and includes analysis by age, race, and income. The National Complete Streets Coalition, Ms. Atherton explained, is focused on implementation and changing DOT processes, as well as doing research on the connection between Complete Streets projects and improving health outcomes.

Ms. Atherton explained that a key element of *Dangerous by Design* is to analyze relative risk – as opposed to total numbers – using a metric called the Pedestrian Danger Index (PDI). Her team first determined PDI scores at the state level. Locally, Delaware is on the list of the top 10 most dangerous states. They also analyzed the data by demographic factors. Older adults are more likely to be killed than younger people. They also overlaid income and health insurance coverage rates with census tract-level PDI scores. This showed a correlation between higher pedestrian risk and census tracts with a significant minority population and people without health insurance. Ms. Atherton showed this effect locally by overlaying DVRPC’s Indicators of Potential Disadvantage dataset with pedestrian fatality data.

Dangerous by Design found that pedestrian deaths cluster in areas with high numbers of African American and Hispanic residents. Street design, Ms. Atherton asserted, is a major contributing factor to these fatalities. She also introduced the idea of “walking while black,” referring to the likelihood of being hit as a black person compared to other demographics. She presented a study that discussed driver bias and selectivity when slowing down for pedestrians. She concluded by mentioning some of the accomplishments of the National Complete Streets Coalition in its collaboration with the Florida DOT to

reduce their crash incidence through design measures. Florida, incidentally, had the most entries in the top 10 list of metro areas by PDI.

Questions/Comments:

- Ms. Schmidt raised the concern that disabled road users are too frequently left out of road safety analyses, especially ones that focus on pedestrian safety. Ms. Atherton acknowledged that the National Complete Streets Coalition currently lacks ADA partners, though they have done disability-focused work in the past.
- Kasim Ali, City of Philadelphia Streets Department, asked if the driver's race was known in the "driving while black" studies. Ms. Atherton did not know.
- Kevin Murphy, Delaware Valley Regional Planning Commission, asked if Ms. Atherton has ever experienced pushback from emergency responders about access in Complete Streets projects. Ms. Atherton stated her organization doesn't focus on prescriptions, but they must be context-sensitive. Emergency responders should always be part of the conversation.
- Mr. Ali, picking up on a comment from Ms. Schmidt about differences in cultural understanding of road safety, noted an example from near Penn's campus where many pedestrian crashes occurred where the victims were of South Asian descent. Ms. Atherton mentioned that AmericaWalks is looking into educational strategies focused on cultural differences, but the National Complete Streets Coalition focuses on removing the burden of proof from pedestrians.
- Pravan Sheth, NJDOT: Why is Florida's PDI score so high? Is there a connection to the tourist economy?
 - Ms. Atherton explained that they don't look at the "why," but it was true throughout the state, not just in places with many tourists.

The next presentation was from **Bill Ragozine and provided an overview of the multi-pronged effort to address safety along the US130 corridor in Burlington County**, including the pedestrian safety "Street Smart" program CCCTMA is bringing to Burlington City, Cinnaminson, and Delran. Mr. Ragozine recounted the crash that resulted in the death of high school student Antwan Timbers and the efforts that have gained momentum following this tragedy to lower speeds near Burlington City High School. He described how high school students formed an advocacy group dedicated to increasing road safety on US130, including the enactment of a law creating a 24-hour reduced speed limit area near the school. Mr. Ragozine also highlighted NJDOT's recent implementation of a road diet on the stretch of US130 in Burlington City near the high school, which decreased the number of lanes from three to two. This is a concurrent effort to CCCTMA's safety efforts on US130. Mr. Ragozine outlined the "Street Smart Campaign," a community outreach and engagement strategy that focuses on child safety, particularly through cyclist and pedestrian awareness flyers. CCCTMA partnered with law enforcement officers, and put up new signage as well as increased their social media presence on the topic, and noted the extra enforcement along US130 funded by New Jersey Division of Highway Traffic Safety. After, he presented some of the reading materials promoting awareness about safety.

Questions/Comments:

- Kelvin MacKavanagh, DVRPC Goods Movement Task Force, asked how pedestrian crossings have been improved on the corridor. NJDOT recently re-striped the Burlington City section of US130, giving it a road diet to calm traffic near the City's schools; the next step will be signal timing.

- George Fallat, Mercer County, expressed reservations about legislation to make the 25mph speed limit in the school zone 24 hours, rather than during school hours only, arguing that lower speed limits don't necessarily make roads safer if people feel they are excessive and choose to ignore them. Mr. Beans concurred, especially at night.
 - In this case, there is often activity as late as 10pm at night, and putting certain hours on the speed limit signs is impractical.
 - Mr. Fallat suggested looking into flashing signs that the school may activate at appropriate hours. Warren Strumpf for voiced support for this proposal.
- Patricia Ott, MBO Engineering, emphasized the importance of cooperation with enforcement officers. This has been a major success of the US130 safety enforcement campaign conducted to date.
- Gus Scheerbaum, City of Philadelphia, noted that 30mph is still too fast for a school zone because it will still lead to fatalities. Physical chokepoints are necessary to ensure safety.
- Mr. Murphy suggested that given the unique qualities of US130 (speeding problems, crash fatality trend, proximity to multiple schools), it makes sense to grant the 25mph speed limit as a tool to be used for enforcement at the discretion of local police
- Mr. Fallat reiterated his opposition to 24 hour school zone speed limits, and instead suggested clarifying legislation for the statutory 25mph speed limits during school hours.
- Ms. Schmidt asked if the Street Smart campaign was multilingual. Materials are printed in English and Spanish.

Kelly Yemen, Director of Complete Streets for the City of Philadelphia, presented last on Philadelphia's Vision Zero initiative. Vision Zero, she explained, is about redesigning our road system to anticipate human error. Pedestrians are involved in a disproportionate number of crashes for their mode share in Philadelphia, but there is also a very serious problem of vehicle-vehicle crashes. Ms. Yemen also presented statistics centering on crashes involving children in the city. A key component of the City's methodology is a combination of enforcement measures and education. Compared to peer cities like New York, Boston and Los Angeles, Philadelphia has the highest crash fatality rate.

Questions/Comments:

- Ms. Schmidt reiterated the importance of incorporating strategies specific to disabled road users into the plan.
- Mr. MacKavanagh asked how the plan will address Roosevelt Boulevard. The Office of Transportation and Infrastructure Systems (OTIS) has a separate plan focused on the Boulevard called "Route for Change," which aims to improve transit and road safety.
- Heather Martin, Chester County, asked if any counties have adopted Vision Zero. For the most part, Vision Zero is adopted by cities. Ms. Ott noted that there are some limited examples of counties adopting Vision Zero, but they could also look to the Towards Zero Deaths framework being adopted by many state DOTs, including New Jersey and Pennsylvania.
- Justin Neff, DVRPC, asked how Philly Vision Zero will address a pervasive attitude that he labeled, "aggressive indifference" common among Philadelphia police. Prompted, Mr. Neff gave the example of a police car blocking an ADA curb ramp near an elementary school. Ms. Yemen explained that a fleet management group has been organized to improve behavior of City-owned vehicles and to encourage them to set an example. Overall, issues like "aggressive indifference" will be addressed in part by education and in part by engineering.

- Mr. Scheerbaum asserted that Vision Zero is not limited to a jurisdiction and proposed that the RSTF adopt Vision Zero not as a requirement for member municipalities but as the task force’s guiding principle.
 - Mr. MacKavanagh agreed with this suggestion and felt it would convey a strong statement.
 - Mr. Murphy noted that this could be incorporated into the upcoming update of the Transportation Safety Action Plan.

3. AASHTO Emphasis Area Analysis

Mr. Murphy and Marco Gorini of the Office of Safety Programs at DVRPC presented next. Their presentation addressed revising the newest version of the Crash Analysis Report as well as the Transportation Safety Action Plan (TSAP). Mr. Murphy explained how the new document would be a combination of the two reports that were previously produced separately. Next, Mr. Gorini presented the analysis of crash data by the 18 AASHTO Emphasis Areas. The presentation concluded with Ms. Schmidt calling for a motion to accept each of the two proposals made by DVRPC for the update to the TSAP, (1) to include all emphasis areas in this update, and (2) to use KSI (persons killed or severely injured) as the primary metric for ranking Emphasis Areas in the new update, promoting consistency with state and federal practices. There was some initial confusion over what was being proposed, but the motions were ultimately carried.

Ms. Schmidt and Mr. Beans, with support from Mr. Murphy, then led an open-ended discussion of the AASHTO Emphasis Areas and how the RSTF would like to proceed with addressing them at future meetings. RSTF members discussed whether “Drunk Driving” was too narrow a term to encompass the totality of impaired driving, which should include issues like operating vehicles under the influence of prescription drugs. Another proposal was to expand “Train/Trolley” to incorporate all forms of mass transit that interact with the roadway. New potential emphasis areas raised included disability community safety and autonomous vehicles/new technology safety. Attention then turned to how crash data itself is evaluated and whether partnerships with the health sector could yield better data to evaluate road safety. Mr. Beans explained to the group that they would be asked to rank their preferences for which Emphasis Areas to discuss at future RSTF meeting on their exit survey.

4. Follow-up from Previous Meetings

Mr. Beans then introduced the next agenda item, Follow-Up from Previous Meetings, and asked for approval of the minutes from the October 4th meeting on Intersection Safety, and they were approved without comment.

Mr. Beans then introduced Mr. Gorini who thanked all RSTF members that reported back on actions advanced since the last meeting, listed these accomplishments and noted that a more detailed table of those actions was included in the meeting folder. Mr. Gorini also noted that the RSTF would resume a regular schedule of action items starting in September.

5. Member Updates and Open Forum

Paul Carafides, Office of Transportation Operations Management at DVRPC, gave an update on the Incident Management Task Forces’ (IMTF) activities – the full update was included in the meeting folder. The IMTFs on both sides of the river continue to meet on a regular basis and pursue action items. In addition the Pennsylvania Transportation Incident Management Summit was held in November. At

DVRPC, the Office of Transportation Operations Management is updating the Transportation Systems Management & Operations plan. In addition, the New Jersey Signal Retiming Initiative is set to begin in the coming weeks. A similar project is underway in Pennsylvania in conjunction with PennDOT and has produced excellent results.

Jana Tidwell, AAA Mid-Atlantic Pennsylvania gave an overview of her written comments included in the meeting folder. Ms. Tidwell discussed the March 30 Pennsylvania Drugged Driving Policy Summit and the safety concerns around legalized marijuana. AAA is also a member of the Vision Zero Task Force for Philadelphia, contributing resources and research. Ms. Tidwell also discussed AAA's support of autonomous vehicle testing legislation. Finally, Ms. Tidwell discussed the issues around REAL ID compliance, which PennDOT is unable to follow due to Act 38 of 2012.

Tracey Noble, AAA Mid-Atlantic New Jersey gave an overview of her written comments included in the meeting folder. Ms. Noble discussed AAA's efforts to strengthen the all offender ignition interlock bill which makes interlocks mandatory for first time offenders for a period of three to eighteen months. AAA also supports a bill to expand supervised driving requirements for new teen drivers. Finally, Ms. Noble discussed the "Driver and Pedestrian Mutual Responsibility Act," which codified circumstances where a driver must yield to pedestrians, but removes portions of existing law that require a driver to come to a complete stop for pedestrians. Members of the RSTF expressed concern about this bill moving the state in the wrong direction for pedestrian safety.

Mr. Murphy reiterated that DVRPC would be returning to the regular Emphasis Area cycle for RSTF meetings starting in September. In June, the RSTF will hold a special session around TSAP strategies development. RSTF members should expect to see an email about this soon. The RSTF FY'17 Special Safety Study on Speed has been shrunk due to staffing turnover, but the RSTF should expect an update soon. The Pedestrian and Bicyclist RSA is currently in the publication process.

Finally, Mr. Scheerbaum moved to adopt Vision Zero as the guiding principle of the RSTF, as he had earlier proposed. The motion was carried unanimously. Full text of Mr. Sheerbaum's motion is posted below:

"In light of the fact that more and more states, cities, and jurisdictions around the United States, now also including the City of Philadelphia, are adopting Vision Zero, a concept which promulgates the notion that traffic deaths are preventable and unacceptable, I make a motion that DVRPC's Regional Safety Task Force adopt Vision Zero as this committee's guiding principle for improving traffic safety and reducing traffic deaths in the Delaware Valley Region."

April 28TH, 2017 RSTF MEETING ATTENDEES LIST

Adams, David	PennDOT
Adams, Rick	Simeone Automotive Museum
Ali, Kasim	City of Philadelphia
Atherton, Emiko	National Complete Streets Coalition

Barr, Jae	AutoBase
Beans, William	MBO Engineering
Boyer, Michael	DVRPC
Carafides, Paul	DVRPC
Castle, Charlotte	City of Philadelphia
Fallat, George	Mercer County
Francisco, Richard	PennDOT
Gittens, Keisan	DVRPC
Gorini, Marco	DVRPC
Hillengas, Amory	City of Philadelphia
Kanthor, David	PCPC
Kuffner, Katie	Chester County Health Department
MacKavanagh, Kelvin	Verizon
Martin, Heather	Chester County
Merritt, Darrell	PennDOT
Murphy, Kevin	DVRPC
Neff, Justin	DVRPC
Noble, Tracy	AAA Mid-Atlantic
Nuble, Patrice	City of Philadelphia
Ott, Patricia	MBO Engineering
Ozonuwe, Ifeekam	Philadelphia Highway Traffic Safety
Powers, Lex	Michael Baker, International
Ragozine, William	Cross County Connection TMA
Reeve, Ray	DHTS
Scheerbaum, Gus	City of Philadelphia
Schmidt, Peggy	The Partnership TMA
Simon, Richard	National Highway Traffic Safety Administration
Spino, Samuel	Camden County
Strumpffor, Warren	
Sun, Yuting	DVRPC

Tidwell, Jana	AAA Mid-Atlantic
Vodila, David	Urban Engineers
Whitaker, Karen	Delaware County Planning Department
Woltmann, Christine	Atlantic County Office of Highway Safety
Yemen, Kelley	City of Philadelphia
Zochowski, Matthew	Camden County Division Planning




REGIONAL SAFETY TASK FORCE

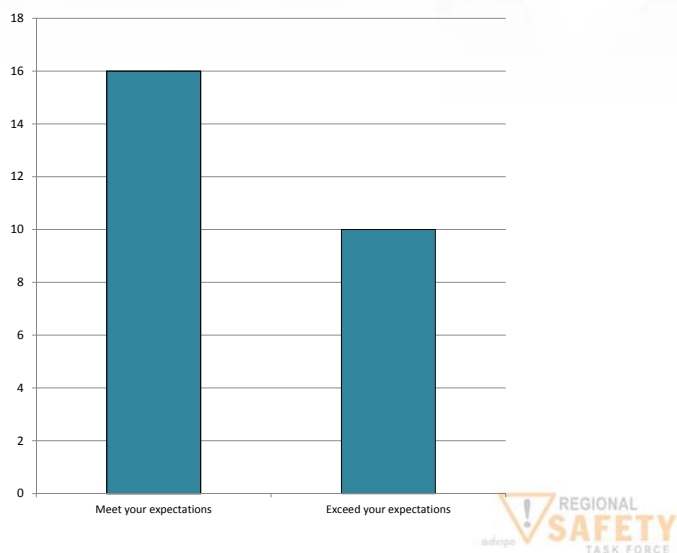
Survey Results:
April 28, 2017 RSTF Meeting:
Data and Design in Road Safety

Overall Survey Results

- 26 out of 33 meeting attendees responded
 - 79% response rate | More attendees than previous RSTF Meeting
 - Doesn't include co-chairs or 7 DVRPC staff members who attended
- Everyone found that the event either Met or Exceeded their expectations
- Top 5 AASHTO Emphasis Areas were: Pedestrian, Intersection, Inattention/Insobriety, Aggressive Driving and Older Drivers.
- Top 3 Write In Emphasis Areas were: Drugged and Impaired Driving, Bus/Septa and Autonomous Vehicles



Question 1: Did this meeting...



Question 2: What exceeded or didn't meet expectations?

Yes. It exceeded my expectations.

I appreciated the diverse perspectives in addressing of pedestrian safety

The topics presented today provided value and the information shared was very relevant to the RSTF. Thank you!

Presentations, Motions for Action. | National Dialogue

Great presentations | Good Dialogue

The amount of dialogue exceeded my expectation

All three speeches were excellent

The addition of new emphasis areas for safety. City of Philadelphia and PA's adoption of Vision Zero.

Great meeting today. Learned more than expected.

Emiko Atherton Data + Design in Road (good presentations, timely) Bill Ragozine + Kelley Yemen

I come from a public health background + always enjoy these meetings + the bridge between health and planning

Presentations- valuable information to apply in my Community Safety Program

VZ + Complete Streets Roadmap- DVRPC adopting it

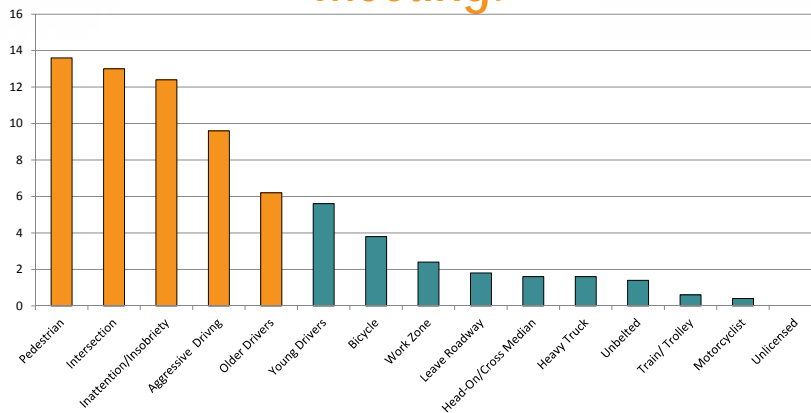
It was great. I always find these meetings useful.

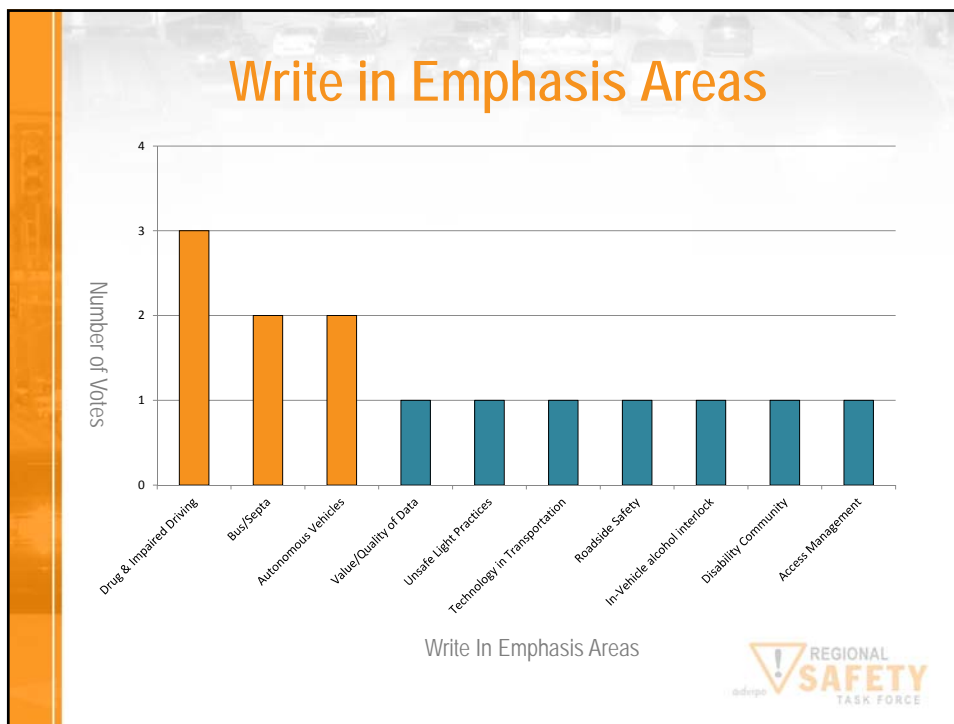
Question 3: How to make future RSTF meetings more useful?

- More proactive/real time example (e.g. before & after kind of things)
- Focus on a diversity of roadway situations- rural, urban, suburban and how to implement safety strategies for each situation
- Highlight specific actions by the Task Force in the past (examples of what can be accomplished)
- Learn more on drunk driving & road safety
- The Crash Analysis/Factors - Can that be done for each county?
- Presentations from outside planning and engineering fields to see how they view and address traffic safety (eg. public health organizations)
- Great discussion



Question 4: Rank the top 5 AASHTO Emphasis Areas to be addressed next meeting:





Write in Comments

Inattention/Insobriety should not be one area

Insobriety (1) alcohol + dry impaired driving (emphasis on detection of drugged drivers)

Should be called Adverse Drug Events

Bicycle KSI is number one priority considering the lack of reporting of incidents



  REGIONAL
SAFETY
TASK FORCE

For more information, please contact:

Kevin Murphy, Manager, Safety Programs
Delaware Valley Regional Planning Commission
215.238.2864
kmurphy@dvrpc.org
www.dvrpc.org/Transportation/Safety